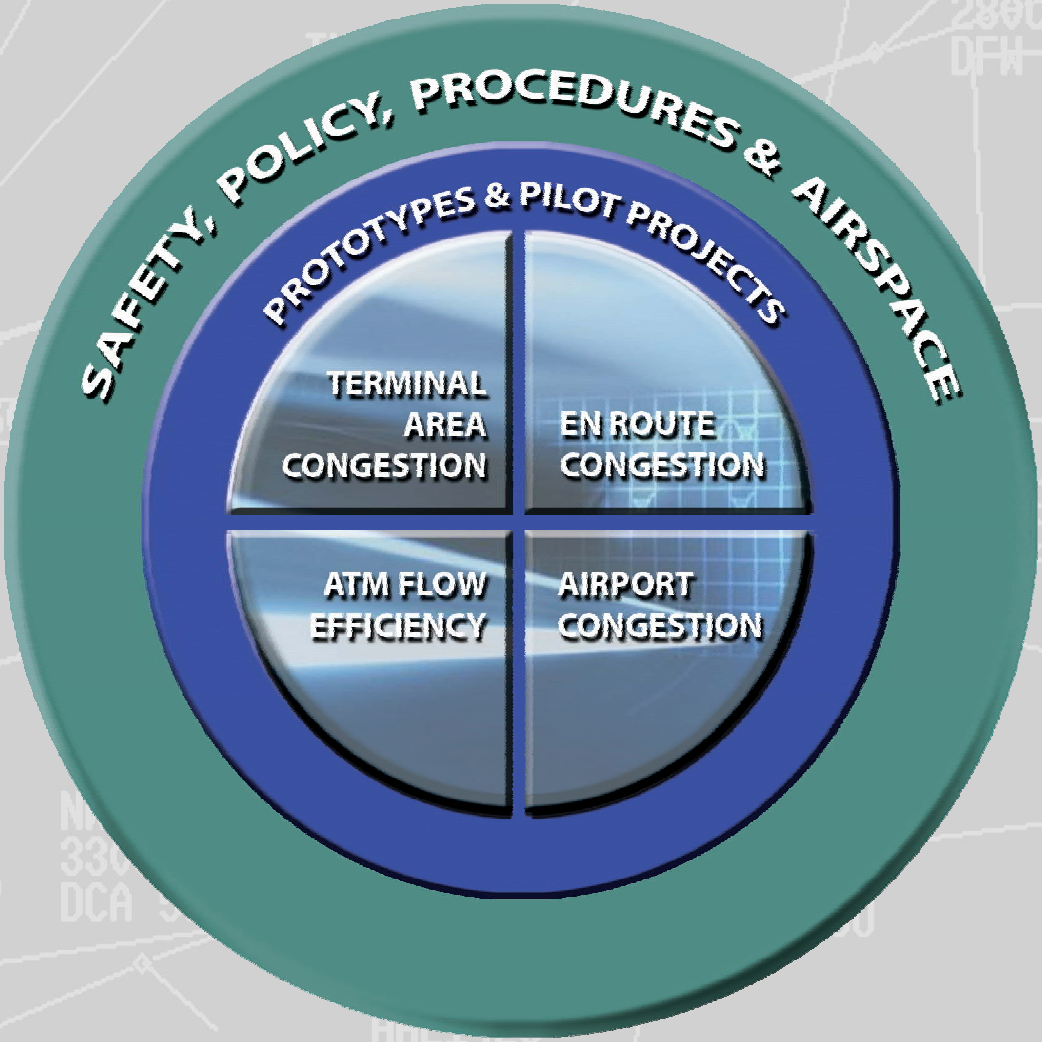
Continuing the Commitment to Capacity

Gisele Mohler

Manager,
FAA Operational Evolution Plan (OEP)



PERFORMANCE IMPROVEMENT

FAA Flight Plan (rolling 5 years)

2005 2010 2015 2020 2025

PERFORMANCE IMPROVEMENT

OEP is about building effective capacity

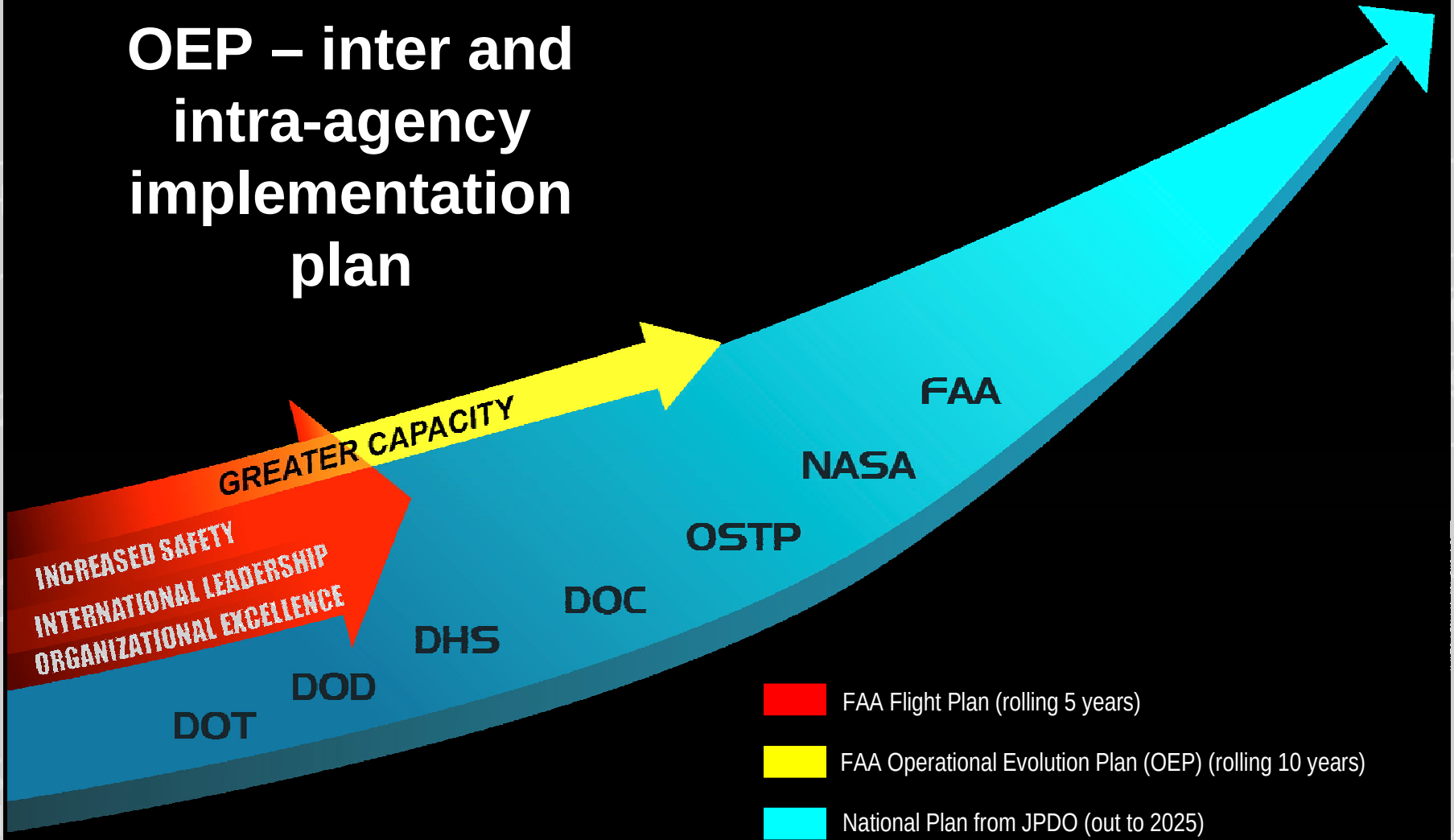
FAA Flight Plan (rolling 5 years)

FAA Operational Evolution Plan (OEP) (rolling 10 years)

2005 2010 2015 2020 2025

PERFORMANCE IMPROVEMENT

OEP – inter and intra-agency implementation plan



2005 2010 2015 2020 2025

Three Plans

7.1 Develop Airport Infrastructure to Meet Future Demand

7.2 Establish an Effective Security System without Limiting Mobility or Civil Liberties

7.3 Establish an Agile Air Traffic System

7.4 Establish User-specific Situational Awareness

7.5 Establish a Comprehensive Proactive Safety Management Approach

7.6 Develop Environmental Protection that Allows Sustained Aviation Growth

7.7 Develop a System-wide Capability to Reduce Weather Impacts

7.8 Harmonize Equipage and Operations Globally

- **Long view (2025) of the national air transportation system**

Broad scope with air traffic management as one element

- **Multi-Agency / Department**
- **Transformational**

INCREASED SAFETY

Goal: To achieve the lowest possible accident rate and constantly improve safety.

GREATER CAPACITY

Goal: Work with local governments and airspace users to provide capacity in the United States airspace system that meets projected demand in an environmentally sound manner.

INTERNATIONAL LEADERSHIP

Goal: Increase the safety and capacity of the global civil aerospace system in an environmentally sound manner.

ORGANIZATIONAL EXCELLENCE

Goal: Ensure the success of the FAA's mission through stronger leadership, a better trained and safer workforce, enhanced cost-control measures, and improved decision-making based on reliable data.

- **Five year strategic plan**
- **Four thrust (including capacity)**
- **All lines of business**
- **Supported by LOB business plans**

OEP Core

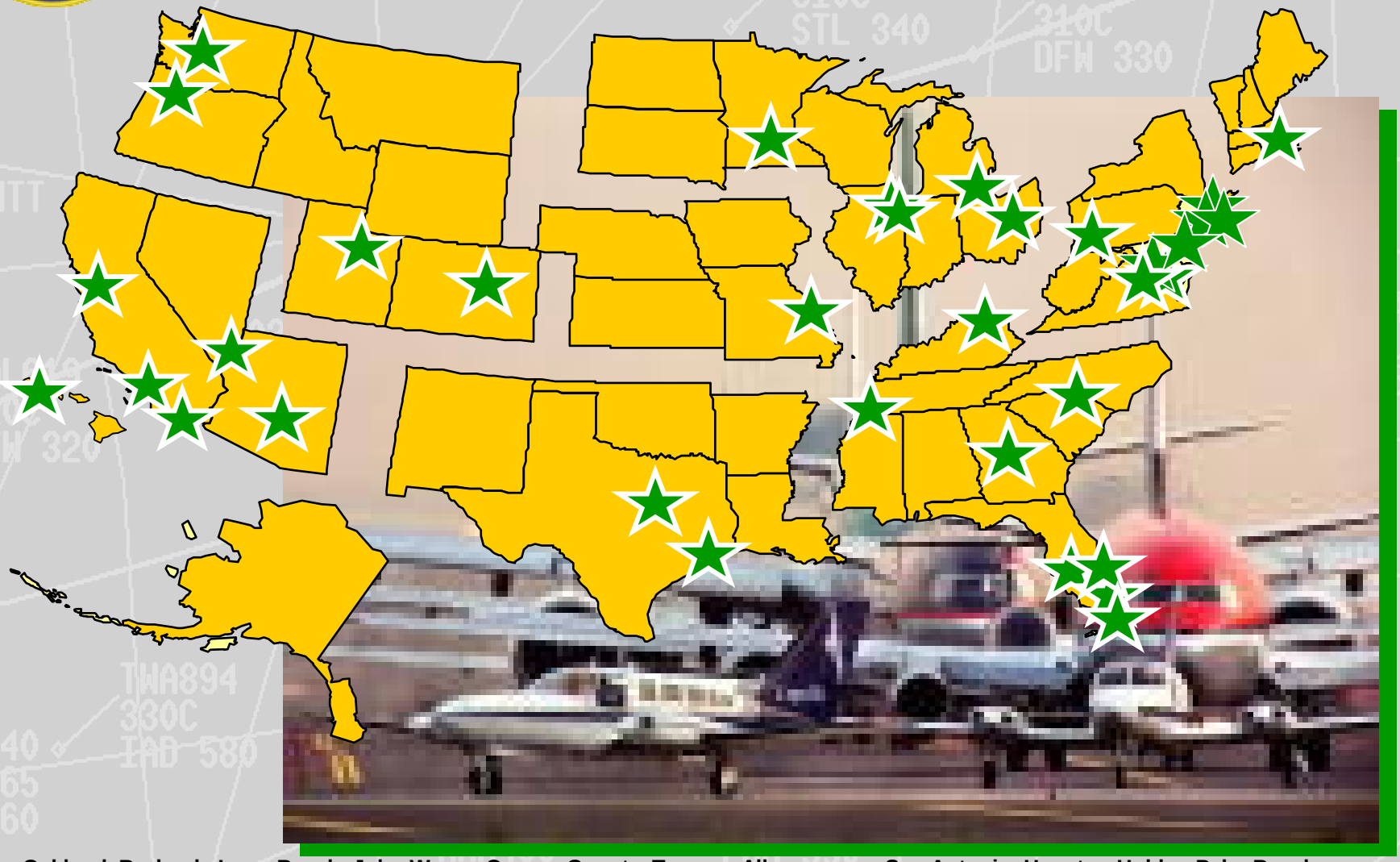
OEP Transition Rings

- **Addresses critical capacity needs**
- **Ten year plan**
- **Aligns FAA commitments to deliver capacity increases**
- **Serves as FAA's NGATS implementation plan for capacity**

Organizational Change

- **JPDO continues as a separate entity responsible for:**
  - **Ensuring safety, security, mobility, efficiency, and capacity needs are met by 2025**
  - **Through collaboration between multiple federal agencies and industry partners**
- **Charlie Keegan**
  - **Wearing two hats…Director of JPDO and FAA ATO VP for Operations Planning**
- **Integrates leadership for seamless connection between near-term and long-term planning of the FAA and JPDO**

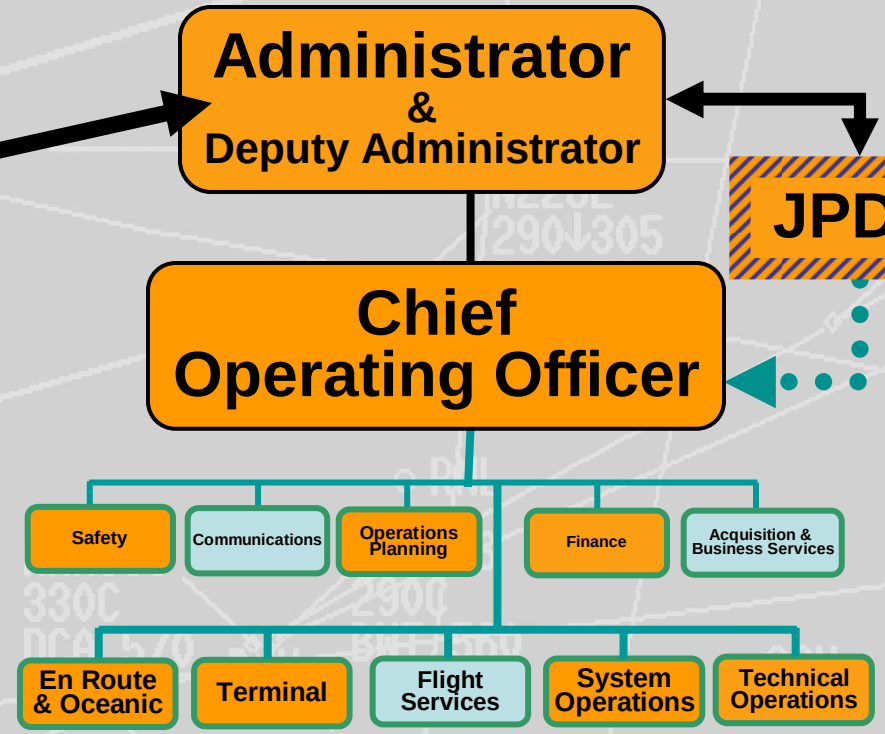
Focus is the 35 OEP Airports



Oakland Burbank Long Beach John Wayne-Orange County Tucson Albuquerque San Antonio Houston Hobby Palm Beach

OEP Team: Associates and Senior Executives

- FAA Regions
- FAA Airports
- FAA Aviation Safety
- NATCA
- DOD
- MITRE CAASD



Focus of OEP

- **Commitment**
- **Accountability**
- **Coordination with Aviation Community**
- **Aviation Community (RTCA) Priorities**

Aviation Community (RTCA) Top Priorities

- **Area Nav and Performance-Based Nav**
  - **More commitments (procedures and routes)**
  - **Separate solution sets to focus on Terminal routes**
- **Time-Based Metering**
  - **Separate solution set for focus**
- **Surface Traffic Management**
  - **Actively pursued in the OEP rings**

…and to continue, airspace, URET, CDM, Wx…

Improved Structure

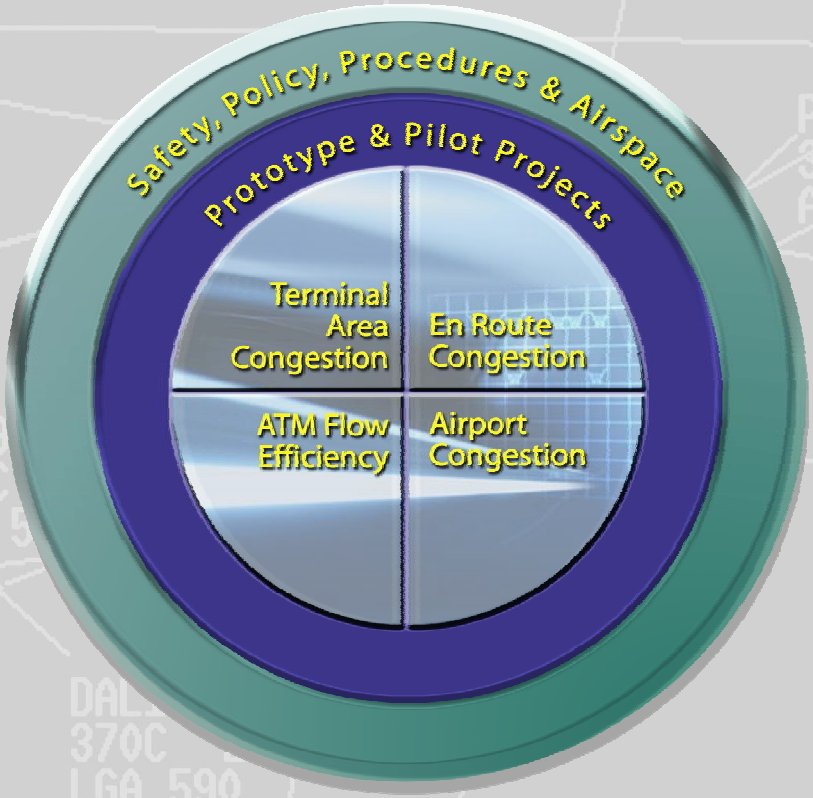
What was:

4 quadrants

What is:

4 quadrants and

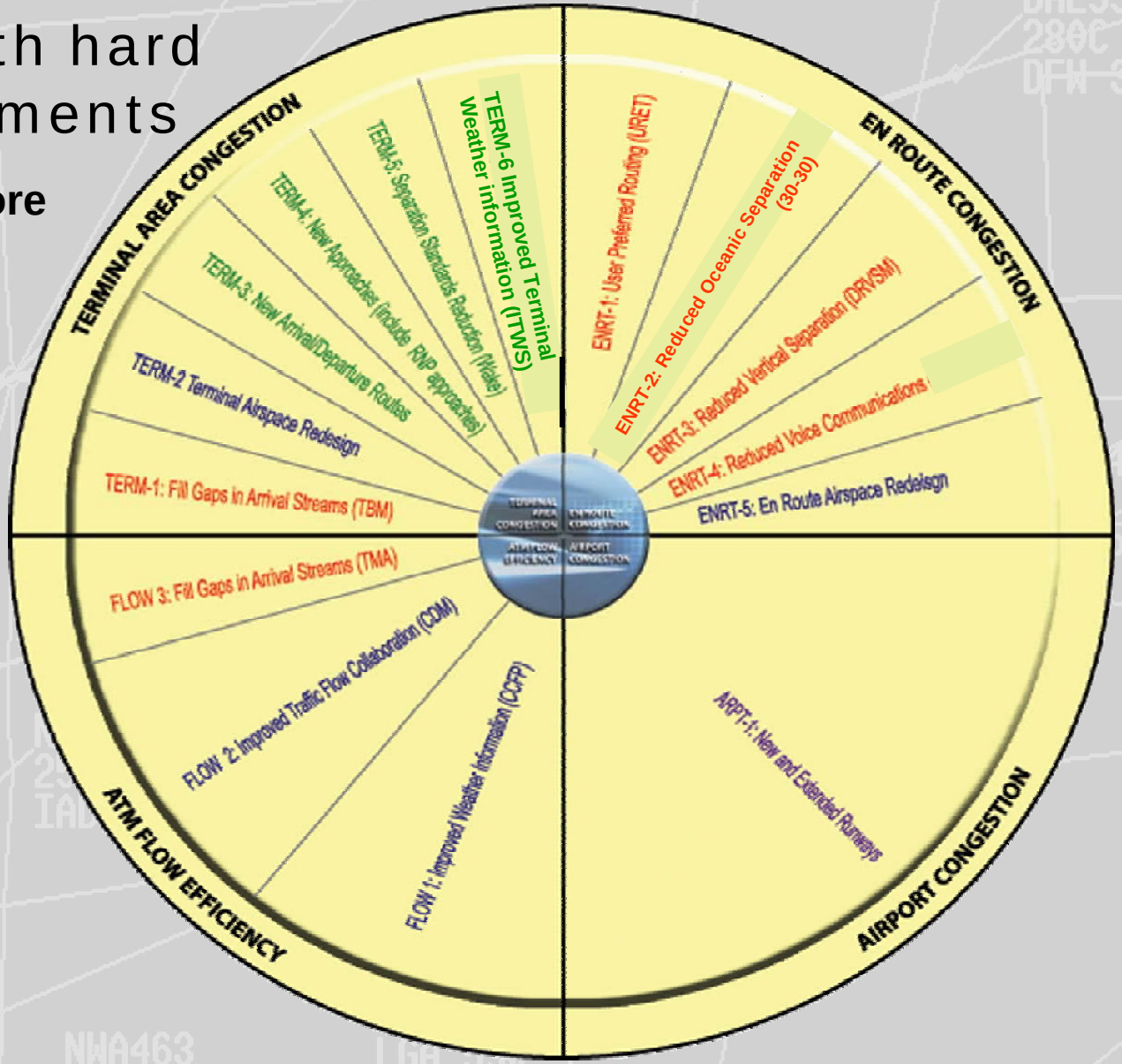
2 transition rings



Core Solution Sets with hard commitments

Sampling of OEP Core Programs/Initiatives

- **30-30**
- **Airspace Redesign**
- **CCFP**
- **CDM**
- **ITWS**
- **Runways**
- **RNP – Public & SAAAR**
- **RVSM**
- **TMA**
- **URET**
- **Wake**



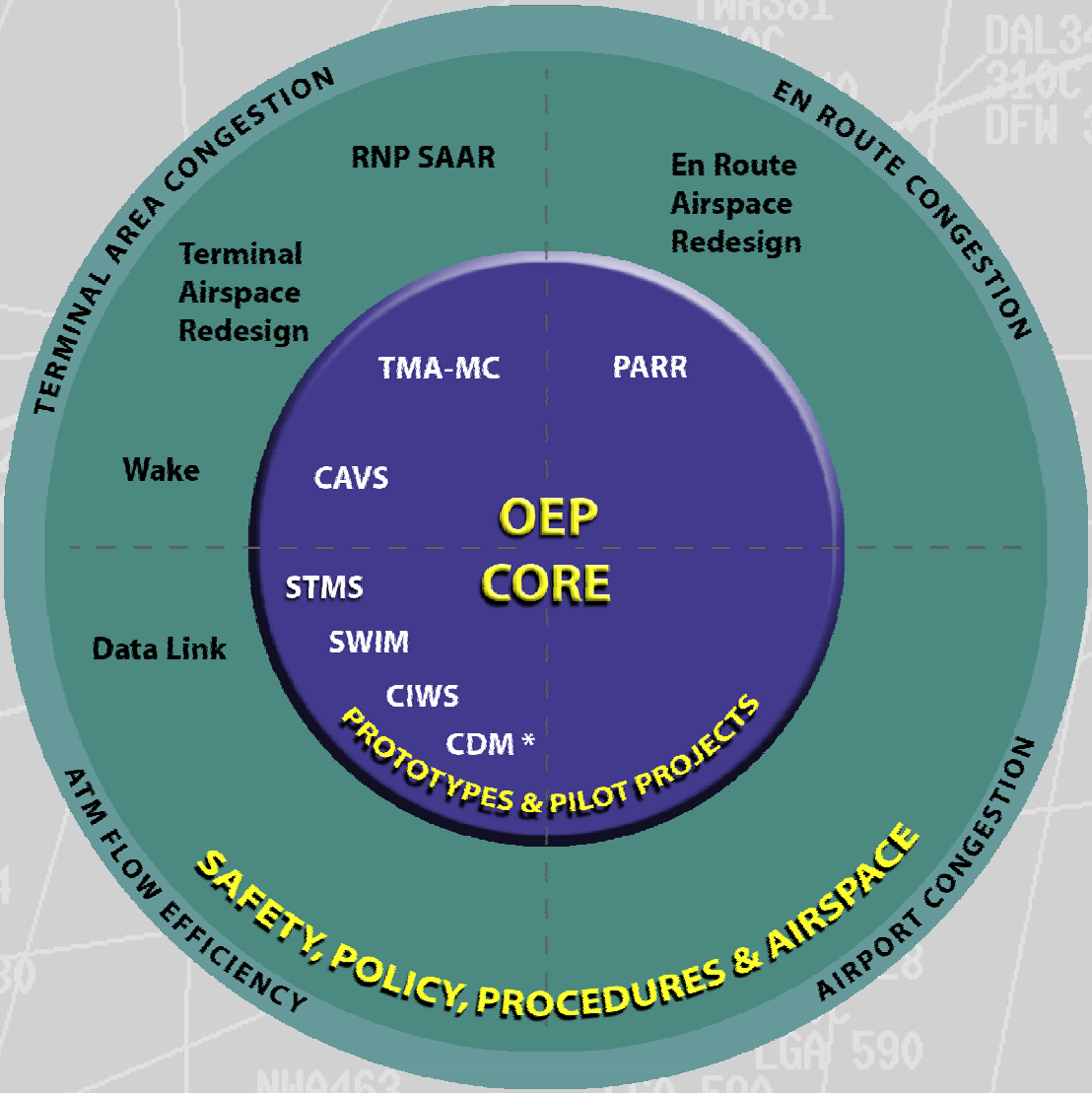
OEP Core Criteria

- Entry of a project into the Core OEP
  - **Project is specifically defined and scoped**
  - **Specific benefits are known**
  - **Specific costs of achieving benefits are known**
  - **Specific schedule, benefits is known and benefits occur within the next 10 years**
  - **Industry, community and FAA commitment exists to complete the project and achieve the benefits (includes financial commitment**
  - **Solution set written**
  - **For F&E projects, through JRC 2**
- No new entries for Version 7

OEP Core Criteria con't.

- **Exit of a project from the OEP**
  - Successful completion of the project
  - Determining that the Entry Criteria are no longer met, a project is returned to a ring if it still holds promise for future use, otherwise it is removed altogether from the OEP
- **For Version 7, these projects exited:**
  - Crossing runway procedures
  - New Dulles runway
  - Some (less significant) airspace projects
  - Local Area Augmentation System (LAAS)

OEP Transition Rings



OEP Transition Rings
Initiatives

Prototypes & Pilot Projects Transition Ring

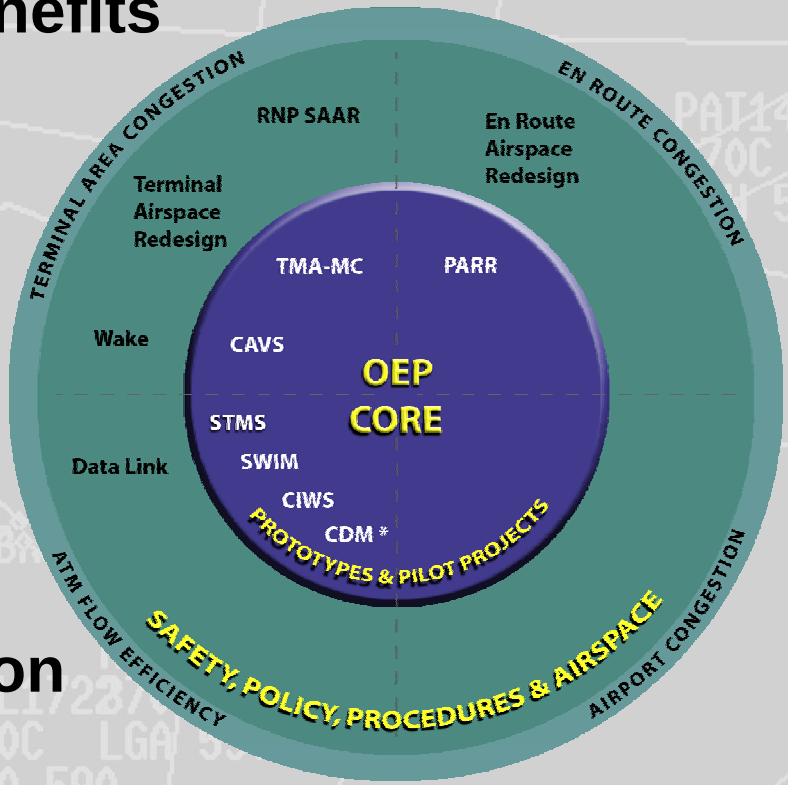
- CDTI Assisted Visual Separation
- Problem Analysis Resolution & Ranking
- Surface Traffic Management System
- System-Wide Information Management
- Traffic Management Advisor - Multi-Center
- Collaborative Decision Making Initiatives
- Weather Initiatives - Corridor Integrated Weather System

Safety, Policy, Procedures and Airspace Ring

- Wake Turbulence Research and Development Effort To Enhance Operations For Closely Spaced Parallel Runways
- RNP SAAAR (Future Approach Applications)
- Terminal Airspace Redesign
- En Route Airspace Redesign
- Data Link

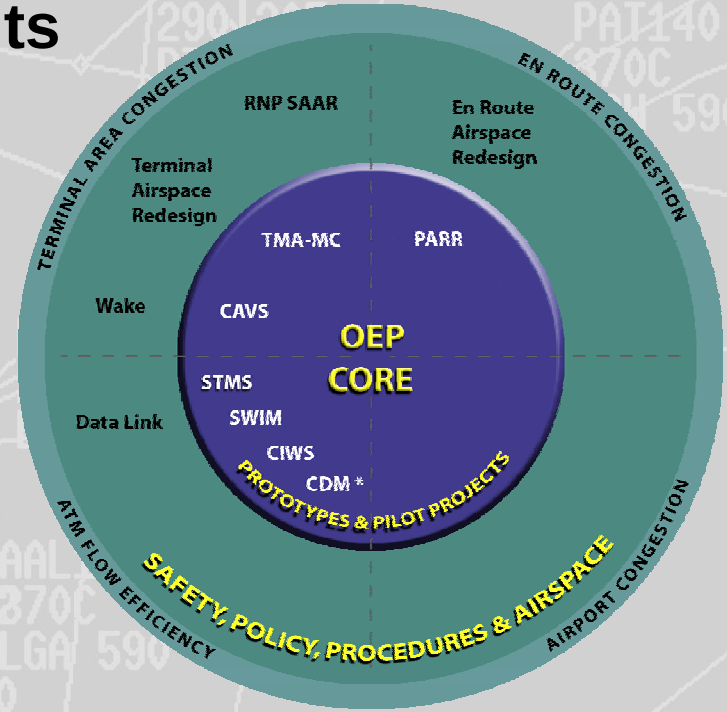
Rings Criteria
Prototypes & Pilot Projects

- **Manageable Risks**
- **Implementation Costs and Affordability**
- **Capacity and Efficiency Benefits**
- **Initiative Champions**
- **Policy Evaluation/ Existing or New**
- **Schedule of Benefits Accrual**
- **Consistent with Current and Future Plans and Operational Concepts**
- **Field Trial or Field Evaluation**



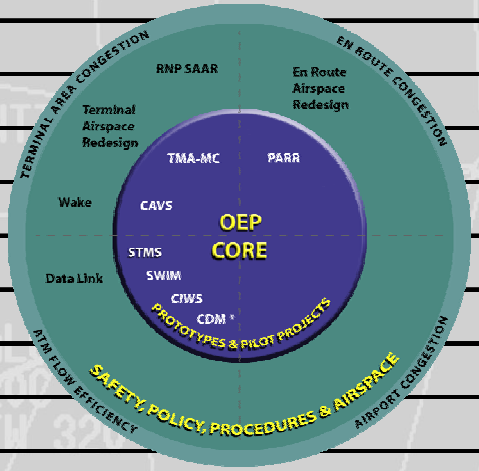
HOW – Rings Criteria
Safety, Policy, Procedures & Airspace

- **Manageable Risks**
- **Initial Funding**
- **Implementation Costs and Affordability**
- **Capacity and Efficiency Benefits**
- **Initiative Champions**
- **Policy Evaluation/Applicability**
- **Compatibility with Existing Procedures**
- **Schedule of Benefits Accrual**
- **Supports Current Plans and Operational Concepts**



OEP Criteria Matrix Sample

CRITERIA MATRIX FOR ENTRY INTO THE SAFETY, POLICY, PROCEDURES AND AIRSPACE RING



	Risks have been evaluated and appear to be manageable	Initial funding has been identified	Estimates of implementation costs exist and are believed to be affordable	Estimates of operational benefits exist and have been identified	Both an FAA operations and operating user champions exist	Existing/proposed policy has been evaluated for applicability	Compatibility with existing procedures has been evaluated	Schedule estimate exists for when benefits will accrue	The change supports current plans and operational concepts	
RNP SAAAR Future Approach Applications	yes	yes	yes	yes	yes	yes	yes	yes	yes	
Mid Term Wake Departure and Approach Applications	yes	yes	yes	yes	yes	yes	yes	yes	yes	
Terminal Airspace Redesign	yes	yes	unk	yes	yes	yes	yes	yes	yes	
En Route Airspace Redesign	yes	yes	unk	yes	yes	yes	yes	yes	yes	

*unknown - Most redesign projects have multiple alternatives which are evaluated during the environmental process. Until we have a Record of Decision identifying a specific solution, we can not determine the infrastructure costs.

OEP, the Plan

With Version 7, OEP offers:

- **Clearer accountability and communication with aviation community**
- **Clearer distinction between research activities and promised benefits implementation**
- **Clearer management of the transition of projects into the OEP**

OEP, the Process

OEP is the common thread that binds together the capacity elements of:

- **the FAA's Flight Plan**
- **the ATO's strategic planning process**
- **the JPDO's NGATS plan**

HOW –
FAA Executive Team and Working Group

- **Executive Team**
  - **Associate and Asst. Administrators, FAA CFO**
  - **ATO COO, Sr.VP, VPs**
  - **DoD, NATCA, MITRE CAASD**
- **Quadrant Mangers: executives or senior managers**
  - **Three Quadrants align with 3 ATO Lines of Business — Directors of Planning**
  - **Airports/Regions Senior Representative**
  - **Primary Offices of Delivery**
  - **Initiative Leads**
- **Transition Managers (FAA executives)**
  - **Director, Technical Development**
  - **Manager, Flight Technologies & Procedures Division**
  - **Initiative Leads**

OEP ACCOMPLISHMENTS